

THE HAWAIIAN GAZETTE

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THE ADVERTISER'S SEMI-WEEKLY

Roads, Cane and Government

ACCURATE knowledge on the lasting qualities of road materials used in this Territory is lacking. From the very beginning roads have been constructed according to the personal whim or fancy of one or another engineer or group of engineers, or group of supervisors and contractors. There is no settled road building policy today any more than there was twenty years ago. Hawaii has taken the advice of the best local talent and has from time to time imported engineering talent, and as a result our roads are a hodge-podge.

We know, in some instances, the initial cost of certain stretches of roadway. There are also figures on maintenance, in some instances. But to date there has been no comprehensive correlation of traffic to cost of construction and maintenance covering the roads and streets of any political subdivision within this Territory.

The traffic the road has to bear is the final test of quality. Bitulithic has stood up well on Fort street, fairly well on King street in front of the Hocking building, and not at all well on Queen at the River street end.

Queen street from Fort to River gets the hardest usage of any road or street in Hawaii. King street from Fort to the depot comes second; Merchant street and Hotel are third, and Fort street fourth in number of vehicles and tonnage transported over them. In these stretches of roadway there has been no systematic or scientific study of the problems to be met and no attempt to correlate the relationship between materials used and service rendered.

Any shareholder in the Rapid Transit or the Oahu Railway and Land Company can find out from the company's books the cost of construction and cost of repair and maintenance of any particular mile of track on either system, the tonnage transported over it, the probable life of the road bed and the profits earned or losses sustained through its operation.

Can the citizens of Honolulu or any county in Hawaii get the same line of information in regard to their property, the public highways?

The last legislature made an appropriation for the construction of various types of roadway at the College of Hawaii and work has already been started on this project. The road planned to bridge the gap between Maile and Metcalfe streets will be built in five or more sections—concrete surfaced with asphalt; coral rock; asphalt macadam; oil macadam, and bitulithic. The College is also building half a mile or so of Telford, rock and gravel roadways.

This experiment will test out the lasting qualities of these materials under light traffic so that ten years hence exact data will be available. But it is a pity that so little has been learned from all the millions that have been spent in road building even in the last twenty years, in this Territory as a whole.

If a corporation owned the roads and streets and used them for profit, expecting to make each block or each half-mile pay for itself on an investment basis, does any sane person imagine that the corporation's engineers would fail to correlate materials and method of construction to the duty each stretch of roadway has to perform.

It would pay each political subdivision in this Territory to make such a scientific traffic survey before spending additional millions of loan funds and direct taxes on building new roads. Our business men are given to boasting of the advanced position they hold in commercial lines, in sugar production, in sanitation and in a dozen other fields. In the conduct of government these same business men leave too much to guess work.

If Hawaii managed its sugar plantations as it builds its roads our entire population would walk, clothed in rags. Why not turn over a new leaf, January 1, 1916, and change it the other way about—build roads as we grow cane, to get all the profits in the business?

Traffic Rules For Pedestrians

THE defense of at least one autoist for a street corner accident is that the traffic officer signalled for him to proceed and he obeyed instructions, his machine striking a pedestrian. Other drivers state that they are frequently ordered to go ahead when the crossing before them is thick with people. Pedestrians also complain that they are not considered in the scheme of things by the traffic officers.

Investigation shows that these complaints are well founded. As a matter of fact, there is nothing whatever in the instructions given to traffic officers touching upon the rights of pedestrians at street crossings. The traffic officer fulfils his whole duty, so far as he is under instructions, when he prevents automobiles from colliding, with the exception that passengers leaving street cars are given the right of way to the sidewalks, this being incidental to the fact that an auto cannot pass a standing streetcar at a corner.

We believe that Sheriff Rose, or whoever is responsible for the instructions given to the men of the traffic squad, should include in those instructions the ordinary rules regarding pedestrian traffic at street intersections. The signal to close the way to vehicles should also close it to pedestrians, while the signal to proceed for vehicles should be given only with a due regard to the pedestrians on the streets. The rules in force in almost any mainland city would answer for Honolulu.

Preachers and Preparedness

WHAT do the preachers of the country think of preparedness? With what sentiments do these guardians of the country's Christian morals look upon the proposed martialing of armed legions for defense? Are they united in pursuing the idea of peace and do they see in the European object lesson a stern warning against the training of soldiers? These questions naturally occur at this time; for when the press of the country and the pulpit of the country have been canvassed a fairly good idea may be obtained of the exact state of public opinion.

Now the press of the country is fairly well united behind the preparedness idea for America. A few simpering editors continue to revel in high-flown metaphors and soulful outbursts; but the serious, sober publications are pretty much of one mind. So far as the preachers are concerned, their natural bent is toward matters of the soul. They may be credited with a predisposition for the beautiful peace ideal. And, in fact, what ideal is more alluring? A brotherhood of man, an end to these red carnivals which upset the equilibrium of civilization, is a consummation most devoutly to be wished. Bestial war, soulless militarism. Surely these are foes of the righteous, foes of Christianity, foes of all that is best in humankind.

We know, from admissions, how some Honolulu preachers, and a partial canvass of the preachers of the mainland has been made. This latter shows amazing results. Queries sent to the Presbyterian ministers of thirty-nine states by The Continent have brought results calculated to startle those who have been contending that hard-headed militarists and munition manufacturers are the principal disciples of greater preparedness. Some of these preachers are clinging to the peace dream, but the overwhelming majority have reached a sturdy conclusion after summing up the facts. They have seen that while the American people are for peace the remainder of the world is not so highly cultivated in that tender field of soulful endeavor and that we must adjust ourselves to this same world.

One eminent preacher, Rev. Charles C. Albertson, outdoes the most ardent of the secular preparedness exponents. After confessing to Quaker ancestry, Rev. Mr. Albertson proceeds, in his answer to The Continent's query, to lay out a regular plan for National preparedness. He goes into details, numbering his paragraphs and presenting the whole of his conclusions in a matter strangely suggestive of a set of war department orders. He would strengthen the coast defenses, build up the navy with heavy craft, submarines, dirigibles and aeroplanes. He would increase the army to 200,000 men and recruit the militia up to half a million fully trained citizen soldiers.

Not even our militant secretary of war would go that far. The boldest exponents of preparedness would not increase the Army beyond the 150,000 mark. Another preacher, Rev. Basil R. King, of Bellaire, Ohio, writes feelingly on the ideal of peace and denounces war in bitter terms. He foresees the day of peace on earth and urges that we must work earnestly toward that Christian goal. But he sees America's impotency in this hour. One nation, says Rev. Mr. King, cannot wisely disarm. Consequently, we should make sufficient preparation under existing circumstances for National defense.

The peace extremist's view is sounded by Rev. William M. Fincke, of New York City, who believes that America has a divine mission to lead the nations out of the darkness of war. Accordingly, our present force is sufficient to provide America's quota in the international police system which he foresees as the successor to great armies. To increase our armament at this time would be to indicate our lack of faith in the plan which we might put forth when the war is ended.

Complete disarmament by the United States is favored by seventy-two of the pastors. They prefer to risk the dangers of invasion rather than chance increasing the country's martial spirit. But two hundred and sixty preachers enter a positive "no" to this question. Fifty are opposed to any increases in Army and Navy, while two hundred and seventy-five stand for a sufficient force to withstand ordinary attack. As to the matter of teaching elementary military science to boys, two hundred and thirty-eight favor the idea while ninety think that such a course would give the American boy an appetite for war. Military drill of every boy physically able, is the verdict of Rev. J. H. Glanville, of Arkansas.

Defense propagandists should be able to gather many epigrammatic utterances from the verdicts on war written by the Presbyterian preachers of the country. Military preparedness is not necessarily opposed to peace, said one. Man is not still wicked—it is imperative to make adequate preparation to defend our country from the horrors of the invading foe, said another. Rev. H. T. Dobbins, of California, reveals an interest in the technical side of preparedness and joins the Brooklyn militant with practical suggestions as to defense plans, laying emphasis on the necessity of providing more submarines and aeroplanes.

It may be assumed that the Presbyterian preacher is representative of the entire profession in his view on National ideas and ideals. Hence a deduction that the pulpit of the country recognizes the need of preparations for defense may be made in all reasonableness from the evidence at hand. Perhaps the preacher does not preach this from his pulpit, nor is it meet that he should. The preacher is engaged in regulating the country's morals, rather than its military and naval policies. It is enough that he express himself on these questions when he is asked. The average preacher is an educated man and a thinking man. Take him in the aggregate and he will not go very far wrong, for he has common sense, patriotism and a full sense of the higher duties of citizenship. Which, after all, leaves no room for surprise if the great majority of the country's ministers are for defense measures.

Won At Last

THE question of the site for Honolulu's federal building is settled, and settled right. The hard fight which has been carried on, in the face of ridicule, condemnation and repeated discouragements, by the advocates of the Civic Center idea has been won and all the efforts made have been justified.

It has been a long, persistent and at times disheartening fight, this endeavor to have something done for the Honolulu of tomorrow, but the final victory shows that those few who "dug in" six years ago and held their ground, knew they were upon the right side and appreciated the fact that there never could be any settlement of the site question until it was settled properly.

The final word that has come justifies the long delay. For very many years to come this city will remember gratefully those who maintained the effort to carry the selection of the Irwin Site through and stuck with it.

The Advertiser congratulates the "site shifters," and takes to itself a share of the credit for the ultimate proper settlement of this vexed affair.

Straight Talk

OLE FA'ATONU, the bi-lingual newspaper published in American Samoa, is not a very large nor a very extensively circulated publication, but it knows how to hit while the iron is hot and how to preach a sermon when the occasion arises. It reports the death of a native Samoan as follows:

Our friend Lima is dead. He met his death through his own ignorance and carelessness.

The life of a good strong man and a good friend to us all has been cut short. But for his ignorance he might have lived many useful and happy years.

Lima's death was caused by drinking alcohol. All alcohol is bad for the health, but this particular kind that Lima drank is a deadly poison; one teaspoonful of it will cause total blindness for life and more is certain death.

This particular kind of poisonous alcohol is just like all alcohol; no one can tell the difference by merely looking at or tasting it. So that if we drink any alcohol we may be killing ourselves without knowing it.

This notice is given that no one may hereafter be foolish enough to drink alcohol and that no more useful and valuable lives may be need-

British Booze Problem

LEWIS R. Freeman, in an interesting and illuminating article entitled "Speeding the Silver Bullets" appearing in the Review of Reviews, refers to the liquor situation in England, as follows: "The failure of the new budget to impose additional taxes on beers and spirits was a surprise only to those unacquainted with the conditions prevailing in England, for it was hardly to be expected that where Lloyd-George had rushed in and failed, the Hon. R. McKenna, Chancellor of the Exchequer, would have the temerity to tread. Indeed, as I heard an American of twenty-years' residence in London apply put it, the Chancellor showed considerable discretion in not butting his head against the unbreakable wall, the stones of which are the breweries and distilling interests, and the mortar of which is the insatiable thirst for liquor of both the lower and upper classes of Britishers."

"The drink problem," said this same keen observer, who is a banker and neither a teetotaler nor even an especial advocate of Temperance, "under normal conditions, has been just about the most badly handled of any of the domestic problems which have confronted England since the outbreak of the war, and this is saying a good deal." The saving direct and indirect from the putting through of Lloyd-George's total prohibition scheme last spring, would have gone a mighty long way towards paying the last of the war expense, and yet we had and still have the remarkable anomaly of a people sacrificing rivers of blood for their country, and yet being unwilling to give up the use of a beverage which not only wasted money, but lowers their industrial and military efficiency as well. Mr. McKenna was wise in steering clear of this thing at this juncture. He well knew that a very substantial majority in the House of Commons, rallying around the "Solid Irish," would have wrecked the whole of his budget rather than to allow the entering wedge of Prohibition to be driven in any further than it now goes under the Munitions Act. It will probably take another year or so of war at twenty or thirty million dollars a day to bring the government and the country to their senses."

Czarnikowa-Rionda say there is not enough sugar in sight and therefore prices will go higher. Willett & Gray fear there will be too much sugar and therefore prices may drop. The fellow who guesses right and either sells or buys ought to have a gambling chance of winning or losing, at least that is the gist of what the stock-brokers say about it.

TONNAGE IS SCARCE ON PACIFIC COAST

Practically Everything That Can Sail Is Snapped Up

Practically everything that can sail is being snapped up by shippers at San Francisco and tonnage is extremely scarce. A number of San Francisco owned sailing vessels have been chartered recently for Australian account to load next fall and some have been taken for loading as late as 1917. The rate to Sydney from San Francisco is firm at \$5 shillings and will undoubtedly go on up during the spring unless something happens to throw steamers on the market, say San Francisco despatches.

The immense amount of chartering of sailers on Australian account would lead one to believe that the lumber trade in that direction was extensive and likely to fizzle out, until it is realized that all these vessels now being fixed average probably about 800,000 feet capacity and can make only about two trips a year, whereas before the war tramp steamers of 2,500,000 feet capacity, making between three and four trips a year, were frequently employed in the trade. Where one small steamer could carry a million and a half feet in a year, a tramp in the same time could transport eight and a half million feet.

The chances are, therefore, that the Australian business will continue during the coming year fully as heavy as at present.

MOTORS FORM STAGE FLEET IN CALIFORNIA

Out in the Imperial valley of California a fleet of eighteen Dodge Brothers motor cars are used as stages. They are known as the "Pickwick Stages," because of their starting at the Pickwick Theater, San Diego.

Their route lies across a portion of the California desert and each car averages about 1,000 miles per week. Various makes of motor cars were tried out by the Pickwick Stage Company, which operates the line. About six months ago the first Dodge Brothers car was purchased and subjected to many tests on the route. The success was so striking that several more were bought and this number has been added to, until there are now eighteen in use, and more are to be bought within a short time.

According to Mr. Hayes, one of the proprietors of the company, the upkeep on these cars has been remarkably light, and within a year he expects to operate Dodge Brothers cars only.

UNCLE SAM'S CHRISTMAS BREAKING ALL RECORDS

(Associated Press by Federal Wireless.)
WASHINGTON, December 23.—The postoffice department is receiving advice from all over the country of enormous mail traffic, showing that the post business for this Christmas is the heaviest in the history of the country. Though the mass of mail is tremendous, it is moving without delay to the points of destination.

COLONEL M'GUNNIGLE ASKS FOR RETIREMENT

Ill-Health Requires Him To Give Up Active Service

Col. George K. McGunnigle of the Infantry has applied for retirement after more than forty-two years of active service. Colonel McGunnigle was in command of the First Infantry at Schofield Barracks up to July 2, 1914, when he was detached from that regiment and ordered to Fort McDowell, California, where he has since been in command. At the present time he is at Fort Sheridan, Illinois, and if his application for retirement is favorably acted on, he will not return to Fort McDowell.

The Colonel came to Honolulu with the First Infantry in 1912, and has a great number of friends in this city who will regret to learn that ill-health has forced him to seek retirement. He would not be retired for age until June, 1918.

Colonel McGunnigle was appointed a second lieutenant from civil life October 1, 1873; he was promoted first lieutenant in '77, captain in '91, major in '99, lieutenant-colonel in '05, and colonel in '06, when he was assigned to the First Infantry. His retirement will promote Lieut.-Col. Frederick Perkins.

SEWER PUMPING PLANT BIDS HAVE BEEN OPENED

No contract has been let yet by the Oahu Loan Fund Commission for the furnishing of equipment to the sewer pumping plant at Kaka'ako. Five bids were opened yesterday, but no action taken. Of the bids received, that of the Honolulu Iron Works was the lowest, \$12,960. In submitting its bid, it stated that it did not think the work could be completed in the ninety days specified, but thought it could be completed in 120 days.

HIGH SHERIFF TO GIVE PRISONERS 'XMAS' FETE

Oahu prison will be the scene of much merriment Christmas night, if the plans of High Sheriff William P. Jarrett culminate the way he anticipates they will. During the day an appropriate dinner will be served and in the evening there will be a Christmas tree on which will be hung presents for the inmates. Following this there will be a musical program and the prisoners will furnish some vaudeville stunts.

CHINESE ARE PLANNING NEW YEAR'S CELEBRATION

The Chinese society See Tai Do, with headquarters in Vineyard street, is making elaborate preparations to celebrate the beginning of the New Year. The Chinese colony of this society, generally, will join in the celebration, to make it a national Chinese holiday, a large amount of money, collected by members of the society, has been sent to relatives in China.

MANUEL COSTA BRUM
Manuel Costa Brum, well known as a luna of Hanamaulu plantation, died at the Lihue Hospital Saturday, the funeral taking place at four o'clock Sunday afternoon from the late residence, says the Garden Island of Kauai. The Lihue Band turned out and played the funeral march. Deceased left a wife and seven children—two daughters and five sons.

MILLIONS STARVING IN RAVISHED POLAND

(Associated Press by Federal Wireless.)
NEW YORK, December 23.—W. H. Hamilton, member of American Money Relief Committee, who arrived today from Europe, says that more than 4,000,000 people in Poland are destitute and dependent upon soup kitchens. The entire country which the Russians evacuated contains scarcely one habitable building, he declared.

GERMAN GOLD UNEARTHED BY TSINGTAO JAPANESE

(Special Cablegram to Nippon Jiji.)
TOKIO, December 23.—Japanese workmen, excavating near the site of a German fort at Tsingtao, uncovered a cache of German gold, totaling two million yen. It is supposed that this gold was buried by the German commander of the fortress before it was surrendered to the Japanese, being the balance of the treasury funds in his hands. The money has been turned over to the Japanese government.

BRITISH LOSSES 112,921 IN GALLIOLI FIGHTING

(Associated Press by Federal Wireless.)
LONDON, December 23.—The British loss in the Dardanelles from the beginning of the campaign up to December 11 totals 112,921 officers and men, it was officially announced today. Previous official announcements state that ninety per cent. of the Gallipoli casualty list is made up of men invalided to Egypt for sickness, from which the greater number are recovered and back serving with their commands.

DEVINE SARAH IS NOW HOPELESSLY CRIPPLED

(Associated Press by Federal Wireless.)
PARIS, December 23.—Sarah Bernhardt, the noted actress, is said to be afflicted with malady of the bones, of an obscure and perhaps incurable nature. She gives occasional public recitations sitting in a chair. She appears doubtful of her ability to undertake an American tour. She is forced to walk with the aid of two canes.

NO LAW FOR HAISELDEN

(Associated Press by Federal Wireless.)
SPRINGFIELD, Illinois, December 23.—There is no law for the state of Illinois under which Doctor Haiselden, who recently refused to operate to lengthen the life of a baby monstrously born to the Bollinger family of Chicago, can be indicted and tried. This has been determined by a search of the state statutes.

VIENNA CHANGES TUNE

(Associated Press by Federal Wireless.)
VIENNA, December 23.—The new note sent by the United States and dealing with the torpedoing of the Italian liner Ancona by an Austrian submarine has made a good impression. An answer has been begun.

A GERM DESTROYER

There is no danger whatever from lock jaw or blood poison resulting from a wound when Chamberlain's Pain Balm is promptly applied. It is an antiseptic and destroys the germs which cause these diseases. It also causes wounds to heal without maturation and in one-third the time required by the usual treatment. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

TRANSPACIFIC LINE TO CUT HONOLULU AS A PORT OF CALL

Rejuvenated Pacific Mail Service To Be Direct To and From Orient

SAN FRANCISCO-MANILA ROUTE VIA CHINA PORTS

Five Steamers Will Call At Philippine Berth Every Twenty-Two Days

According to the plans of W. R. Grace & Co. of San Francisco, agents for the American International Corporation, recently organized to acquire the remaining seven ships of the Pacific Mail fleet, five steamers are to be placed in the Transpacific service between San Francisco and Manila, but none of them will touch Honolulu or Japanese ports. Calls, however, will be made at both Shanghai and Hongkong.

This information has just reached Honolulu from San Francisco, together with other details of the service. It came from the office of W. R. Grace & Co., who are an integral part of the American International Corporation, under whose flag the steamers will operate.

Five Steamers Begin Service
San Francisco and Manila are to be brought within twenty-two days of each other by the International line of direct freight and passenger vessels. The new service will be inaugurated with five steamers, leaving San Francisco every three weeks and making the voyage to Manila in twenty-two days.

As already has been announced by The Advertiser, the old Pacific Mail steamers will continue to make the Pacific Coast ports as far as Panama, and the other Grace vessels, which have been in the South American service, will increase the sailings by calls at the principal Mexican and Central American ports. With reference to the Transpacific service, that, as Associated Press despatches already published in The Advertiser have stated, will depend on the attitude of congress towards the venture.

"The company does not expect a subsidy for we know that the federal government and the American people are opposed to that," said J. H. Rosier, manager in San Francisco for W. R. Grace & Co.

Expect Law Repeal
"What we do look for is a great modification or complete repeal of the injurious clauses of the La Follette bill, and I think the majority of seamen are of the opinion that the bill is not what is needed. We expect also that there will be offered an adequate mail subsidy for carrying mails to Manila."

"Is it not a strange thing that congress passed a bill legislating the American flag off the Pacific, and in so doing turned the carrying of United States mails to the Philippines over to the Japanese?"

The steamers listed for this service, which will start within a few weeks if the federal government promises the support desired, are the Santa Clara, Santa Cecilia and Santa Barbara (recently launched), each of 10,000 tons capacity, the Colusa of 8000 tons and the Cacique of 9400 tons capacity.

With these five steamers a tri-weekly service will be maintained. They are equipped to carry about fifty cabin passengers each, but if the passenger trade warrants, the Santa steamers will have added an extra deck so that 150 first cabin travelers may be accommodated.

Ten Dollars a Share
Regarding the sale of the Pacific Mail steamers, Julius Kruttschnitt, chairman of the executive committee of the Southern Pacific Company, stated in New York that the offer provides that W. R. Grace & Co. will pay ten dollars a share, ex-dividend of \$25 for the 110,800 shares and in the event that the assets of the Pacific Mail, exclusive of the proceeds of the seven ships sold to Grace & Co. equals or exceeds \$1,250,000, an additional \$250 will be paid for each share. If the assets fall below \$1,250,000, a proportionate reduction will be made in the \$250 additional payment. The final value of assets will be determined by Frank A. Vandenberg for the purchasers, and W. H. De Forest for the Southern Pacific Company.

W. R. Grace & Co. also have offered the same terms to minority stockholders of the Pacific Mail Company.

Will Give Control
The 110,800 shares held by the Southern Pacific Company represents the control of the 200,000 shares of the Pacific Mail Company.

The purchase of control of the Pacific Mail Company will give W. R. Grace & Co. the rights to piers at San Francisco and other Pacific ports, lighters, tugs and various real estate holdings in the United States, China and Japan.

TRANSFER OF HOMESTEAD AGREEMENTS APPROVED

A number of transfers, special homestead agreements and homestead leases were approved and signed by Governor Pinkham yesterday, as follows: Jov Raposo Cadima to Mathias Pedro, lots 11 and 12, Piha, North Hilo, Hawaii; John de Lima to Annie Santiago, lots 5 and 6, Hakalau-iki, South Hilo, Hawaii; Manuel Paulos to Manuel Paulos Jr., lot 27, Kihuna, North Hilo, Hawaii; John A. Honan to George Fountain, lot 30, Omao, Kona, Kaula; special homestead agreement No. 1216, Jose Martinez, lot 43, Kapa, Puna, Kaula, and homestead lease No. 32, Napuhelu, lots 3 and 3A, Puhala-Waikele, Ewa, Oahu.